(3) Large-scale Development Standards

A. Planned Development Process

i. All new large-scale developments in the Eastern Edge Corridor District shall be zoned and planned as a planned development according to Chapter 1140 of the Codified Ordinances.

ii. All large-scale developments shall comply with Table 2: Land Use Land Density and Composition Standards, planned development requirements set forth in each transect, and with 1142.03 (a) (3) A. Each individual lot in large scale developments shall also comply with all relevant requirements set forth in the Overall Corridor Small-scale development standards subsection 1142.03 (a) (4) (A), and the transect specific Small-scale development standards 1142.03 (b) – (e).

iii. Planned Developments shall comply with all requirements of Chapter 1140, and also include a development plan that demonstrates compliance with Tables 1-12. The development plan shall consist of one or more maps and regulating documents showing the following for each in the plan area, in compliance with the standards described in this Code:

(a) Use Zones
(b) Civic Zones
(c) Thoroughfare Network
(d) Site Plan to include:
   (i) building disposition
   (ii) building configuration
   (iii) building function
   (iv) parking location standards
   (v) landscape standards
   (vi) signage standards
   (vii) drainage standards
   (viii) architectural standards
   (ix) lighting standards
   (x) sound standards
   (xi) conveyance instrument of all cross access easements for joint use of parking or drive area (such easements shall be in effect when a reciprocal easement with the adjoining property owner is established)

B. Civic Zones

i. All large scale developments shall have a minimum of one civic zone.

   (a) Civic zones shall comply with Tables 2, 3, 5 and 9.
   (b) Civic zones dedicated for public use shall be required for each planned development and designated on the Planned Development.
   (c) Civic zones dedicated for public use shall be required for each small-scale development. Such civic zones shall include and comply with pedestrian-oriented space and feature requirements.

C. Thoroughfares

i. Thoroughfares shall conform to Tables 5, 6, and 7.

ii. For large-scale developments with multiple out lots along East National Road, access to these parcels shall be provided from a public or private internal roadway system.

(4) Small-scale development standards

A. Small-scale development process

i. Small-scale developments in the corridor plan area shall be developed in compliance with the mandatory requirements of this chapter and the requirements of the underlying zoning district.

ii. Small-scale developments in the corridor plan area shall comply with all relevant requirements set forth in the Overall Corridor small-scale development standards 1142.03 (a) 4 A, and the transect specific Small-scale development standards 1142.03 (b) – (e).

iii. Building and project area site plans submitted under this code shall show the following, in compliance with the standards described in this code:

(a) building disposition
(b) building configuration
(c) building function
(d) parking location standards/pedestrian walkways
(e) landscape and green space standards
(f) signage standards
(g) drainage standards
(h) architectural standards
(i) lighting standards
(j) sound standards
(k) civic zones/ pedestrian-oriented features
(l) conveyance instrument of all cross access easements for joint use of parking or drive area (such easements shall be in effect when a reciprocal easement with the adjoining property owner is established)

iv. Small-scale development building and project area site plans showing the plan elements listed in 1142.03 (a)(4) shall be included in the plan submitted by the developer when seeking a building permit.

B. Civic Zones
i. Civic zones shall comply with Tables 2, 3, 5 and 9.
ii. Civic zones dedicated for public use shall be required for each small-scale development. Such civic zones shall include and comply with pedestrian-oriented space and feature requirements.

C. Lot Configuration:
   i. The purpose and intent of lot configuration regulations is to create a lot dimension that fulfills the goals of this chapter’s transect-based land use system and limited access roadway system. Lot and streets should effectively use land, protect land value, protect natural features, and safely organize traffic. Lots and streets in each district should be compatible and should have transitioning features from the urban areas to rural areas to retain natural infrastructure and visual character.
   ii. Lots shall conform to Tables 3, 4, 5 and 10.
   iii. Parcels shall be required to connect to adjoining properties to provide cross access for parking, drive ways to connect adjoining properties with public thoroughfares, and pedestrian walkways. Cross access shall be established with easements. Such easement shall be in effect when a reciprocal easement with the adjoining property owner is established.

D. Building Configuration:
   i. The purpose of building configuration standards is to enforce the physical and visual connection between businesses, streets, residents, and open spaces in order to create a vibrant and attractive business and streetscape environment in urban areas, and retain natural infrastructure and visual character in rural areas.
   ii. Building site plans shall comply with Tables 3-12.
   iii. Landscaping, building height, building location and orientation, massing, and architectural style should reflect district characteristics.

E. Architectural:
   i. The purpose of architectural standards is to preserve, promote and enhance the historic, archaeological, cultural, scenic, natural and recreational characteristics that are the intrinsic qualities of the East National Road Corridor by supporting the goals of the East National Road Corridor Plan and the Ohio Historic National Road Corridor Management Plan.
   ii. Architectural elevations shall comply with the transect specific standards in the chapter and all applicable standards in other chapters of the zoning code.

F. Screening
   i. The purpose of screening standards is to provide compatible screening of parking from streets and transition between residential neighborhoods and businesses.
   ii. Screening shall comply with the transect specific standards in the chapter and all applicable standards in other chapters of the zoning code.

G. Landscaping
   i. The purpose of landscape standards is to provide uniform standards for the development and maintenance of the landscaping of private property and public rights-of-way. The purpose of landscaping is to increase the compatibility between different intensities of land uses by providing visual barriers that minimize the impacts of noise, light and glare, interrupt the barren expanse of paved parking lots, contribute to the image and appeal of the community, and enhance property values.
   ii. Landscaping, green space, and impervious surface coverage shall conform to Tables 3, 5, and 9.
   iii. Landscaping and tress shall comply with the transect specific standards in the chapter and all applicable standards in other chapters of the zoning code.

H. Lighting
   i. The purpose of lighting standards is to establish lighting compatible with the development as well as the surrounding area and streetscape, to promote pedestrian and vehicular safety, and to improve the aesthetic appearance of public and private streetlights.
   ii. Lighting intensity shall conform to Table 12.
   iii. Lighting type shall conform to Graphic 1
   iv. Lighting shall comply with the transect specific standards in the chapter and all applicable standards in other chapters of the zoning code.

I. Sound
   i. The purpose of sound standards is to establish sound levels compatible with the development as well as the surrounding area.
ii. Sound intensity shall conform to Table 8.

J. Signage
i. Signs shall comply with the transect specific standards in the chapter and all applicable standards in other chapters of the zoning code.

K. Parking Location and Drive
i. The purpose of parking and drive standards is to minimize the impact of parking and drive facilities by treating them in a manner that does not dominate the main structures or pedestrian realm, maintain the viability of the businesses, maximize lot connectivity within a limited access roadway system, and promote public safety.
ii. Parcels shall be required to connect to adjoining properties to provide cross access for parking, drive ways to connect adjoining properties with public thoroughfares and pedestrian walkways. Cross access shall be established with easements. Such easement shall be in effect when a reciprocal easement with the adjoining property owner is established.
iii. Parking shall comply with Table 4, 5, and 6.
iv. Private and public drives shall comply with Tables 5-7.
v. Parking should be accessed by rear drives, alleys or streets.
vi. Shared parking shall be used wherever possible.
vii. Facilities to accommodate mass transit should be utilized where mass transit is available to the site.
viii. Structured parking shall be located in the rear yard and conform to development standards specified in the chapter.

L. Natural Drainage
i. Trees should be planted below the grade of the sidewalk and the street in structural cells with sufficient root space. Trees shall comply with the city’s approved tree list.
ii. Green walls, if provided, should be restricted native species.
iii. Native plant perennial landscapes should replace turf grass wherever possible and be highly diverse. These should be placed lower than walkways, not mounded up.
iv. Planter boxes should be bottomless, flow-through boxes with native plants, placed next to buildings and designed to capture building runoff. They may be placed in courtyards or adjacent sidewalks with runoff sent to them via French drains or hidden pipes.

(5) Off Site Improvements
A. ROW Improvements: Public Frontages
i. Public frontages should conform to Tables 4, 5, 6, 7, 10 and 11.
ii. Within the public frontages, the prescribed types of planting and lighting should comply with the Chapter 1158 approved tree list and Tables 5, 10, 11, and 12. The spacing may be adjusted to accommodate specific site conditions.
iii. Right-of-Way width of 40 feet or less shall be exempt from the tree requirement in Chapter 1158.

B. Thoroughfare standards
i. Roadway standards should comply with Tables 5, 6, and 7.
ii. Thoroughfares should be designed in context with land use and the transect zones through which they pass.
iii. All thoroughfares should terminate at other thoroughfares, forming a network. Internal drives shall connect to those on adjacent sites at cross access easement connections in all cases in which it is possible or necessary for traffic and access management.

(b) URBAN OLD TOWN: TRANSECT 6
(1) Large-scale development standards
A. Civic Zones
i. Each planned development shall include a privately maintained pedestrian accessible green or urban civic space according to Tables 2, 3, 5, and 9.
ii. Civic spaces shall be designed as described in Tables 5 and 9.

(2) Small-scale development standards
A. Civic Zones
i. Civic spaces shall be designed as described in Tables 3, 5 and 9.
ii. Each small-scale development shall contain at least one pedestrian-orientated feature along its main street frontage, at a minimum one feature every 100 feet of frontage.

B. Lot configuration
i. Lots shall be accessed from the rear yard whenever possible.

C. Building Configuration
i. The placement of new buildings in urban settings should be consistent with existing structures in order to maintain the “building wall” that defines the road in these settings.
ii. Buildings shall be oriented to face public streets, open spaces or plazas. Buildings may not be located in the rear yard of lots, see Graphic 2: Prohibited rear yard building configuration, and Graphic 3: Required front yard building configuration.

iii. Solid, blank façades and service areas shall be oriented away from public streets.

iv. The principal entrance shall be on a frontage line.

v. façades facing public streets or public spaces should have physical or visual connections with such streets or spaces by having a combination of prominent primary or secondary entrances, display windows, and transparent façades.

D. Architectural

i. Each development shall employ required vernacular characteristics and a minimum of two recommended characteristics for a single vernacular style type, per section 1142.02 (v)(1) of the definitions.

ii. Building façades facing public streets shall incorporate a main entrance door on the street. Building entrances may include doors to individual shops or businesses, lobby entrances, entrances to pedestrian-oriented plazas, or courtyard entrances to a cluster of shops or businesses.

iii. For commercial uses, at least sixty (60) percent of each building façade facing public streets shall be transparent window glass or open from a height of 3 feet from the ground to 9 feet from the ground.

iv. For all non-single family residential uses, at least thirty (30) percent of each building façade facing public streets shall be transparent window glass or open.

v. Building façades shall be a minimum of two (2) stories [twenty (20) feet] in height from the nearest street grade. If the building does not actually have at least two (2) stories, then it shall have appropriate architectural detail to appear to have a second story. This may be accomplished by extending the façade to a height of twenty (20) feet.

vi. Hard surfaced exterior wall materials are required for all nonresidential uses. This can include brick, parged block (at service areas, locations that might be used for wall murals), painted brick, stone or plaster/stucco.

vii. Materials used on exterior walls and roofs should not be more than 30% highly reflective glass, such as tempered or mirrored glass. Highly tinted glass or glass tinted in unnatural colors or with a highly reflective finish should be avoided.

viii. Exterior materials may artificially simulate natural materials.

ix. Prohibited exterior materials on visible elevations for all nonresidential uses include corrugated metal panels, siding, and wood used as a finish material. Visible elevations are those elevations visual from a public street or parking area.

x. Canopies, awnings, roof and floor overhangs, and colonnades are encouraged as protection to pedestrians.

xi. Rooftops should include architectural rooflines, such as cornices or exterior molding.

xii. Residential uses should include outdoor balconies.

xiii. Outdoor seating is recommended for food service uses. Outdoor seating shall be of metal, natural stone, or brick material. If the outdoor seating is not firmly attached to the ground or to a building, the outdoor seating shall be constructed so as to be able to withstand a wind pressure of not less than 80 miles per hour without falling over or blowing away.

xiv. The height of new buildings should be compatible with existing adjacent structures. New buildings should have the same number of floors and be within 10% of the average height of adjacent buildings as viewed from the street.

xv. Rear entrances should be established from rear parking areas.

xvi. Fences visible from the street shall not be chain link or slatted chain link.

E. Screening

i. In locations where a rear yard fronts a street or is visible within 150 feet of a street, all parking shall be screened using urban screening. Urban screening shall consist of a natural stone or brick material and iron or similar material. Urban screening shall consist of a minimum of 10% opacity by including, at a minimum, one masonry post once every 10 feet (See Graphic 6: Urban Screening).

ii. Use of wall and fence materials such as chain link, vinyl, and concrete block is prohibited.

iii. All dumpsters, exterior storage areas, service yards, and ground mounted mechanical/electrical equipment shall be screened from view with evergreen, masonry, walls, or similar materials.

F. Landscaping

i. Trees shall not be required along the frontage.

ii. The front yard may be paved to match the pavement of the public frontage.

iii. Planter boxes and hanging plants are encouraged.

G. Lighting

i. Lighting shall serve to illuminate façades, accentuate entrances and signage, and provide an adequate level of personal security in parking areas.
ii. All lighting used to illuminate parking areas and signage shall be shielded to avoid off-site spillage of light to adjacent properties according to Graphic 1: Cut-off light fixtures.

iii. Exterior building lighting shall be required for new buildings, according to one light every 40 feet.

iv. Exterior lighting and site furniture should be architecturally integrated with the building's style, material, and color.

v. Down lighting shall be used along pedestrian walkways and along building façades facing the street. One light shall be placed every 40 feet along pedestrian walkways and building façades facing the street.

H. Signage

i. There shall be no signage permitted additional to that specified in this section. Sign size and location shall comply with Chapter 1155.

ii. The number of signs shall be limited to one building-mounted wall sign. In addition, one ground-mounted free standing or monument sign may be permitted if the building has an existing front yard with a minimum depth of 20 feet.

iii. Signs in urban areas should compliment the building to which it is attached and be harmonious with the other signage in the district.

iv. Signage shall be externally illuminated, except that signage appearing through shopfront glazing may be neon lit.

v. Signs fitting the character of downtown should be used.

vi. Projecting signs should be used.

I. Parking Location and Drive

i. Parking shall be provided in the rear or side of the building. In locations where a rear or side yard fronts a street or is visible within 130 feet of a street, parking shall be screened using urban screening (see Graphic 6: Urban Screening). Urban screening shall consist of a natural stone or brick material and iron or similar material. Urban screening shall consist of a minimum of 10% opacity by including, at a minimum, one masonry post once every 10 feet.

ii. When access to parking is required from the main street, no more than one access point shall be permitted. Shared access points for multiple property owners are strongly encouraged.

iii. Parking shall be accessible by rear alleys or lanes when such are available.

iv. Safe, lighted, and clearly identified pedestrian exits from all parking lots, garages, and parking structures shall be directly to a frontage line and to a building, see Graphic 5: Walkway connecting the sidewalk and parking lot with the building.

v. Parking lots shall be lighted so that no parking space is more than 60 feet from a light pole.

vi. A minimum of one bicycle rack place shall be provided within the public or private frontage for every ten vehicular parking spaces.

(c) URBAN COMMERCIAL CORRIDOR: TRA N S E C T 5

(1) Large-scale development standards

A. Civic zones:

i. Each planned development shall include a privately maintained green or urban civic space according to Tables 2, 3, 5 and 9 that is pedestrian accessible.

ii. Each pedestrian walkway shall contain at least one pedestrian-orientated feature every 100 feet.

(2) Small-scale development standards

A. Civic Zones

i. Civic spaces shall be designed as described in Tables 3, 5 and 9.

ii. Each small-scale development shall contain at least one pedestrian-orientated feature along its pedestrian walkway. Each pedestrian walkway shall contain at least one pedestrian-orientated feature every 60 feet.

B. Lot configuration

i. Lots should be similar in dimension (length and width) to adjoining lots, according to Tables 5 and 11.

C. Building Configuration

i. Buildings shall be oriented to face public streets, open spaces or plazas. Buildings may not be located in the rear yard of lots, see Graphic 2: Prohibited rear yard building configuration, and Graphic 3: Required front yard building configuration.

ii. Solid, blank façades and service areas shall be oriented away from public streets.

iii. An entrance and window shall be oriented to face the public street.

iv. Façades facing public streets or public spaces shall have physical or visual connections with such streets or spaces by having a combination of primary or secondary entrances, display windows, or transparent façades.

D. Architectural
i. The exterior finish material on all non-residential façades shall be limited to brick, cementitious siding and/or stucco.

ii. Street screens should be constructed of a material matching the adjacent building or screening façade.

iii. Doors and windows that operate as sliders are prohibited along frontages.

E. Screening

i. Parking areas that front a road shall be screened with a minimum 4’ high combination of hedge and masonry wall or stone element. Each stone element shall be a minimum of 3 feet high and no more than 4 feet high, and a minimum of 1 foot wide. Stone elements do not have a maximum width. Stone elements may assume a variety of structures – including boulders, pillars, columns, stone, or similar man-made or natural creations. Masonry walls and columns shall consist of a uniform brick or stone material. Artificial stone or brick screening materials may simulate natural materials. Screening shall consist of a minimum of 100% opacity to the three foot height (see Graphic 7: Stone and hedge screening).

ii. If masonry wall or vernacular stone elements are included in streetscapes, screening shall include, at a minimum, one masonry column or stone element every a) 10 feet for lots less than 100 feet in frontage, b) 15 feet for lots with more than 100 feet but less than 200 feet in frontage, or c) 20 feet for lots with more than 200 feet in frontage.

iii. Masonry wall or vernacular stone elements in streetscreens shall be constructed of a uniform material along all contiguous small-scale development street frontages.

iv. Streetscapes should be constructed of a material complementary to the adjacent building façades.

vi. The use of wall and fence materials such as chain link, vinyl, and concrete block is prohibited.

v. All dumpsters, exterior storage areas, service yards, and ground-mounted mechanical/electrical equipment shall be screened from view with evergreen plant material, simple wood fences, or masonry walls.

F. Lighting

i. All lighting used to illuminate parking areas and signage shall be shielded to avoid off-site spillage of light to adjacent properties according to Graphic 1: Cut-off light fixtures.

ii. Down lighting shall be used to reinforce pedestrian walkways and along building façades facing the street. One light shall be placed every 40 feet along pedestrian walkways and building façades facing the street.

G. Signage

i. There shall be no signage permitted additional to that specified in this section. Sign size and location shall comply with Chapter 1155.

ii. The number of signs shall be limited to one building-mounted wall sign along with one ground-mounted free standing or monument sign.

iii. Wall signs should be lit by inconspicuous building-mounted fixtures with a concealed light source, except as provided in subsection (v) below.

iv. Monument signs should be up-lit from a ground-mounted fixture with a concealed light source.

v. Internally illuminated sign cabinets are permitted if the cabinet is opaque with only the sign text illuminated.

vi. Monument signs shall be composed of hard surfaced exterior materials. This can include brick, parged block (at service areas, locations that might be used for wall murals), painted brick, stone or plaster/stucco.

vii. Signage shall be externally illuminated, except that signage appearing through the shopfront glazing may be neon lit and except as provided in subsection (v).

H. Parking Location and Drive

i. Parking shall be provided in the side or rear of a building. In locations where a rear or side yard fronts a street or is visible within 150 feet of a street, parking in the rear or side yard shall be screened.

ii. The number of vehicular access points (or driveways) in commercial main street areas shall be minimized to avoid conflicts with other vehicles and with pedestrians along the urban street frontage.

iii. Access to parking areas from rear or side yards shall be provided. Adjoining parking lots shall connect by means of cross access easements, whenever possible.

iv. When access to parking is required from the main street, no more than one access point shall be permitted. Shared access points for multiple property owners are strongly encouraged.

v. Safe, lighted, and clearly identified pedestrian walkways from all parking lots, garages, and parking structures shall be provided directly to a frontage line and to a building (see Graphic 5: Walkway connecting the sidewalk and parking lot with the building).

vi. Parking lots shall be lighted so that no parking space is more than 60 feet from a light pole.
vii. A minimum of one bicycle rack place shall be provided within the public or private frontage for every 25 vehicular parking spaces.

(d) SUBURBAN FRINGE: TRANSECT 4

(1) Large-scale development standards
A. Civic Zones
i. Each planned development shall include a privately maintained pedestrian accessible green or urban civic space according to Tables 2, 3, 5 and 9.
ii. Each pedestrian walkway shall contain at least one pedestrian-orientated space every 100 feet.

(2) Small-scale development standards
A. Civic zone
i. Civic spaces shall be designed as described in Tables 3, 5 and 9.
ii. Each small-scale development shall contain at least one pedestrian-orientated feature along its pedestrian walkway. Each pedestrian walkway shall contain at least one pedestrian-orientated feature every 60 feet.

B. Lot configuration
i. Lots shall be clustered within the development such that smaller lots are clustered along East National Road and larger lots are placed the greatest distances from East National Road. Smaller out-lots shall be placed along the road frontage to visually mitigate the large parking area to serve the retail center.
ii. A landscaped setback shall be provided between the road and the out-lot buildings.
iii. Smaller lots shall be clustered along East National Road and shall front public or private internal drives established by easement for the benefit of all property owners within the development and shall connect to cross access easements proving ingress and egress to abutting properties. Easements shall be provided for private internal drives.
iv. All lots shall connect with a public or private internal drive network established by easement for the benefit of all property owners within the development and shall connect to cross access easements proving ingress and egress to abutting properties that also shall include pedestrian walks, and may include on public or private on street parking spaces. Documented easements shall be provided for private drives. Easements shall be provided for private internal drives.

C. Building Configuration
i. Buildings shall be oriented to face public streets, civic spaces or plazas. Buildings may not be located in the rear yard of lots, see Graphic 2: Prohibited rear yard building configuration, and Graphic 3: Required front yard building configuration.
ii. Façades facing public streets or civic spaces shall have physical or visual connection with such streets or spaces by having a combination of primary or secondary entrances, display windows, and transparent façades.
iii. In large scale developments, smaller out-lot buildings shall be placed along the road frontage to visually mitigate the large parking area to serve the retail center. Lots sharing a lot line with East National Road shall treat the yard facing the frontage with East National Road as the front yard.
iv. In large scale developments, buildings shall be clustered along East National Road and shall have ingress/egress on internal drives.
v. In large scale developments, buildings shall be clustered within the development such that no more than 50% of a development’s overall building square footage is developed in physical or structural contiguity.
vi. In large scale and small scale developments, paved parking areas shall be clustered within the development such that no more than 33% of a development’s overall parking square footage is developed in physical contiguity. Parking area clusters shall be separated by buildings, civic spaces with pedestrian features, or drives with on-street parking and pedestrian walkways on each side.
vii. Safe, lighted, and clearly identified pedestrian walkways shall connect all buildings and all parking areas (see Graphic 2).

D. Architectural
i. Vernacular building materials such as brick, stucco and stone shall be used in all new construction. New construction should reflect some of the basic detailing of adjacent original structures such as window and door sizes, cornice lines, and brick or stone patterning and accents. Each development shall employ required vernacular characteristics and a minimum of two recommended characteristics for a single vernacular style type, per section 1142.02 (v)(1) of the definitions.
ii. The exterior finish material on all non-residential façades shall be limited to brick, cementitious siding and/or stucco.
iii. Adjoining buildings and tenant spaces shall appear to be independent structures with the use of staggered building façades, varied exterior materials, and varied rooflines or cornices for each tenant space.
iv. Street screens should be constructed of a material matching the adjacent building façade.

v. Street screens shall have openings no larger than necessary to allow automobile and pedestrian access.

vi. Parking structures shall be in the rear yard.

E. Screening

i. Parking areas that front a road shall be screened with a minimum 4’ high combination of hedge and masonry wall or stone element. Each stone element shall be a minimum of 3 feet high and no more than 4 feet high, and a minimum of 1 foot wide. Stone elements do not have a maximum width. Stone elements may assume a variety of structures – including boulders, pillars, columns, stone, or similar man-made or natural creations. Masonry walls and columns shall consist of a uniform brick or stone material. Artificial stone or brick screening materials may simulate natural materials. Screening shall consist of a minimum of 100% opacity to the three foot height (see Graphic 7: Stone and hedge screening).

ii. If masonry wall or vernacular stone elements are included in streetscapes, screening shall include, at a minimum, one masonry column or stone element every a) 10 feet for lots less than 100 feet in frontage, b) 15 feet for lots with more than 100 feet but less than 200 feet in frontage, or c) 20 feet for lots with more than 200 feet in frontage.

iii. Masonry wall or vernacular stone elements in streetscreens shall be constructed of a uniform material along all contiguous small-scale development street frontages.

iv. Streetscreens should be constructed of a material complementary to the adjacent building façades.

v. The use of wall and fence materials such as chain link, vinyl, and concrete block is prohibited.

vi. All dumpsters, exterior storage areas, service yards, and groundmounted mechanical/electrical equipment shall be screened from view with evergreen plant material, simple wood fences, or masonry walls.

F. Lighting

i. All lighting used to illuminate parking areas and signage shall be shielded to avoid off-site spillage of light to adjacent properties according to Graphic 1: Cut-off light fixtures.

ii. Down lighting shall be used to reinforce pedestrian walkways and along building façades facing the street. One light shall be placed every 60 feet along pedestrian walkways and building façades facing the street.

G. Signage

i. There shall be no signage permitted additional to that specified in this section. Sign size and location shall comply with Chapter 1155.

ii. The number of signs shall be limited to one building-mounted wall sign for each business and one ground-mounted monument sign for each building.

iii. In addition, one overall development monument sign may be permitted for each planned development.

iv. Wall signs should be lit by inconspicuous building-mounted fixtures with a concealed light source.

v. Monument signs should be up-lit from a ground-mounted fixture with a concealed light source, except as provided in subsection (v).

vi. Internally illuminated sign cabinets are permitted if the cabinet is opaque with only the sign text illuminated.

vii. Monument signs shall be composed of hard surfaced exterior materials for all uses. This can include brick, parged block, painted brick, stone, or plaster/stucco.

viii. Signage shall be externally illuminated, except that signage appearing through the shopfront glazing may be neon lit and except as provided in subsection (v).

H. Parking Location and Drive

i. In large and small scale developments, parking areas shall be clustered within the development such that no more than 33% of a development’s overall parking square footage is developed in physical contiguity. Parking area clusters shall be separated by buildings, civic spaces with pedestrian features, or drives with on-street parking and pedestrian walkways on each side.

ii. Parking shall be provided in the side or rear of a building. In locations where a rear or side yard fronts a street or is visible within 150 feet of a street, parking in the rear or side yard shall be screened. Parking areas that front a road shall be screened with a minimum 4’ high combination of hedge and/or masonry wall or stone element (see Graphic 7: Stone and hedge screening).

iii. Parking areas shall be provided in rear or side yards. All rear and side yard adjoining parking lots shall connect.

iv. Safe, lighted, and clearly identified pedestrian walkways from all parking lots, garages, and parking structures shall be provided directly to each building, (see Graphic 5: Walkway connecting the sidewalk and parking lot with the building).
v. When access to parking is required from the main street, no more than one access point shall be permitted. Shared access points for multiple property owners are strongly encouraged.
vii. For large developments with multiple out lots along East National Road, access to these parcels shall be provided from an internal roadway system.
viii. When access is provided from an internal roadway system, stacking distances for traffic entering and exiting large developments shall be provided in order to minimize conflicts and backups onto the road.
viii. Parking lots shall be lighted so that no parking space is more than 60 feet from a light pole.
ix. A minimum of one bicycle rack place shall be provided within the development for every fifty vehicular parking spaces.
x. All parking lots and parking structures shall be located at the rear or side yard.

(e) **Rural Research Park: Transect 3**

(1) **Large-scale development standards**

A. **Civic Zones**
   i. Each planned development shall include privately maintained pedestrian accessible green or urban civic space according to Tables 2, 3, and 5.
   ii. Each planned development shall assign at least 1.5% of its area to civic space.
   iii. Each planned development shall include pedestrian features in the civic space.

(2) **Small-scale development standards**

A. **Civic zone**
   i. Civic spaces shall be designed as described in Tables 3, 5 and 9.
   ii. Each small-scale development shall contain at least one pedestrian-orientated feature along its pedestrian walkways. Each pedestrian walkway shall contain at least one pedestrian-orientated feature every 60 feet.

B. **Lot configuration**
   i. In large-scale developments, lots shall be clustered within the development such that the largest lots are clustered along East National Road and smaller lots are placed the greatest distances from East National Road. Larger out-lots shall be placed along the road frontage to visually mitigate the density and intensity of smaller lots in the development.
   ii. Lot entrances shall be immediately evidenced from streets.
   iii. Second entrances should directly access parking.
   iv. Larger lots shall be clustered along East National Road and shall have ingress and egress for internal drives.
   v. All lots shall connect with a public or private internal drive network established by easement for the benefit of all property owners within the development and shall connect to cross access easements proving ingress and egress to abutting properties that also shall include pedestrian walks, and may include on public or private on street parking spaces. Documented easements shall be provided for private drives. Easements shall be provided for private internal drives.

C. **Building Configuration**
   i. One principal building at the frontage, and one outbuilding to the rear of the building may be built on each lot.
   ii. New structures shall be oriented so that the front door of the structure is not visible from East National Road.
   iii. Larger out-lot buildings shall be placed along the road frontage and provide a green setback between the road and the out-lot buildings.
   iv. Safe, lighted, and clearly identified pedestrian walkways shall connect all buildings and all parking areas (see Graphic 2).

D. **Architectural**
   i. The exterior finish material is limited to brick, stone, cementitious siding and/or stucco.
   ii. Windows above the first story shall not exceed 50% of the total building wall area with each floor of every story’s façade being calculated independently.

E. **Screening**
   i. Parking areas that front a road shall be screened with a minimum 4’ high combination of hedge and masonry wall or stone element. Each stone element shall be a minimum of 3 feet high and no more than 4 feet high, and a minimum of 1 foot wide. Stone elements do not have a maximum width. Stone elements may assume a variety of structures – including boulders, pillars, columns, stone, or similar man-made or natural creations. Masonry walls and columns shall consist of a uniform brick or stone material. Artificial stone or brick screening materials may simulate natural materials. Screening shall consist of a minimum of 100% opacity to the three foot height (see Graphic 7: Stone and hedge screening).
ii. If masonry wall or vernacular stone elements are included in streetscapes, screening shall include at a minimum, one masonry column or stone element every a) 10 feet for lots less than 100 feet in frontage, b) 20 feet for lots with more than 100 feet but less than 200 feet in frontage, or c) 30 feet for lots with more than 200 feet in frontage.

iii. Masonry wall or vernacular stone elements in streetscreens shall be constructed of a uniform material along all contiguous small-scale development street frontages.

iv. Streetscreens should be constructed of a material complementary to the adjacent building façades.

v. The use of wall and fence materials such as chain link, vinyl, and concrete block is prohibited.

vi. All dumpsters, exterior storage areas, service yards, and ground-mounted mechanical/electrical equipment shall be screened from view with evergreen plant material, simple wood fences, or masonry walls.

F. Landscaping

i. The front yard shall not be paved, with the exception of driveways.

ii. Native prairie grass should be used in all open spaces.

iii. Trees shall be of multiple species.

iv. Trees may be naturally clustered.

G. Lighting

i. Safe, lighted, and clearly identified pedestrian walkways shall connect all buildings and all parking areas.

ii. Underground electric service is recommended for all site lighting.

iii. All lighting used to illuminate parking areas and signage shall be shielded to avoid off-site spillage of light to adjacent properties according to Graphic 1: Cut-off light fixtures.

H. Signage

i. There shall be no signage permitted additional to that specified in this section. Sign size and location shall comply with Chapter 1155.

ii. The number of signs shall be limited to one building-mounted wall sign for each business, and one ground-mounted monument sign for each building.

iii. In addition, one overall development monument sign may be permitted for each planned development.

iv. Wall signs should be lit by inconspicuous building-mounted fixtures with a concealed light source.

v. Monument signs should be up-lit from a ground-mounted fixture with a concealed light source.

vi. Internally illuminated sign cabinets may be appropriate, if the cabinet is opaque with only the sign text illuminated.

vii. Monument signs shall be composed of hard surfaced exterior materials for all uses. This can include brick, parged block, painted brick, stone, or plaster/stucco.

viii. Directional signs shall be setback 100 feet form the right of way.

I. Parking Location and Drive

i. Whenever possible, parking shall be in the rear or side lot of a building.

ii. Parking shall be provided in the side or rear of a building. In locations where a rear or side yard fronts a street or is visible within 150 feet of a street, parking in the rear or side yard shall be screened. Parking areas that front a road shall be screened with a minimum 4’ high combination of hedge and/or masonry wall or stone element.

iii. Safe, lighted, and clearly identified pedestrian walkways shall connect all buildings and all parking areas (see Graphic 2).